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Mr. Crossland concludes: (1) That a program of race betterment covering years rather than months should be devised. (2) That in this plan the necessity for the negro himself to strive to help himself should be emphasized. (3) That factors in the slow rise of the negro are improvidence, unsteadiness, lack of ambition, and lack of race consciousness. Were this not true the negro would have risen as did the despised and persecuted Jew. (4) That the negro must secure industrial training, and that here the white man can contribute his share to the settlement of this national problem.

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*Ocean Traffic and Trade.* By B. OLNEY HOUGH. Chicago: LaSalle Extension University, 1914. 8vo, pp. vi+432. \$3.00.

This volume is designed as a textbook for use in correspondence courses, and is essentially technical in nature. The reader first learns the importance of coastwise and inland traffic as compared with foreign trade, and at the same time is warned of the difference in usages. Without going into the question of ship construction, the author next gives a brief description of ocean carriers, various shipping usages, weights, regulations, and all ships' papers. This leads to a treatment of seaport and terminal facilities in the United States, some features being criticized and compared with facilities abroad. The ocean trade routes are outlined, especial attention being given to the effect of the Panama Canal in shortening distances. All such matters as charters, freight rates, shipping agreements, pools and conferences, and marine insurance are discussed with considerable detail. With a view to aiding the shipper, directions are carefully outlined as to the procedure in handling export and import shipments.

A chapter is devoted to the history of the maritime policy of the United States, with arguments as to the cause of the present status of our merchant marine. For the purpose of aiding the American exporter, the author suggests what he considers the best method of winning foreign business, and developing export trade, while foreign credit and collections are compared to our own. Last of all is given an analysis of America's present opportunity and responsibility in the world's markets now that the European war has upset trade conditions in the entire world.

The table of contents is well outlined, facsimiles of shipping documents are inserted throughout the book, and the subject-matter is carefully summed up at the close of each chapter. The work is admirably suited for use as a textbook in a correspondence course. It may also be profitably used as a reference book in college work.

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*Unemployment.* By A. C. PIGOU. New York: Henry Holt & Co., 1914. 18mo, pp. 256. \$0.50.

Professor Pigou has addressed this book to the public unfamiliar with economic analysis; he has therefore sought to avoid technical terms while

adhering strictly to the scientific method. The result is a book adapted to both student and general reader.

There are five forces, according to Professor Pigou, which affect the volume of unemployment. It tends to be increased by the operation of three of these: (1) artificial increase of wage rates above those which the free play of economic forces tends to bring about; (2) lack of plasticity in wage rates; (3) wide fluctuations in demand for labor. The two forces which tend to diminish the volume of unemployment and which therefore constitute direct remedies for unemployment are: (1) upward fluctuations in demand for labor in some industries, which offset downward fluctuations in other industries, and (2) the adjustment of the demand for labor on the part of public authorities to the volume of unemployment. The amount of unemployment is also diminished by any force which counteracts the influences increasing the amount of involuntary idleness. The frustration, either by trade-union action or by minimum-wage boards, of arbitrary attempts to lower wages; the establishment of conciliation committees with power to employ the machinery of sliding scales; and attempts to equalize the demand for labor by increasing the stability of general prices and the shortening of commercial credits—all these devices are remedies for unemployment. The author recognizes that the adoption of all these remedies together would not avail to abolish unemployment; consequently in his concluding chapters he investigates certain palliatives which may tend to alleviate the evil consequences. It has been of distinct value to make available to the general public an expert discussion of a difficult problem which lays so heavy a hand upon the whole community.

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*La politique des transports en Belgique.* By G. DE LEENER. Brussels: Misch et Thron, 1914. 8vo, pp. ix+320. Fr. 3.

This discussion of transportation in Belgium was written before the great catastrophe had befallen her and while yet she was doing her share of the world's business and developing steadily her economic life. The object of the book was to analyze the country's existing transportation system and to indicate the necessity for state intervention, though not without limitation in a matter so intimately involving the public welfare. There should be, M. de Leener believes, a definite general policy of the government; this he calls "la politique des transports." With the description of the condition of the internal and external transportation of Belgium the author discusses the comparative advantages and disadvantages of water and railway systems. While there is great possibility of development in both, he regards the latter as the more promising so far as internal trade is concerned. He also suggests certain improvements which he believes should be immediately adopted for the benefit of the country.